

DOCKET NO: SA-517
EXHIBIT NO. 6B

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

NTSB SURVIVOR QUESTIONNAIRE

By: Cynthia Keegan
(28 pages)

NTSB Survivor Questionnaire

Name _____

Male or Female _____

Address _____

Date _____

Phone Number _____

Age _____

Seat Number _____

1. Did you move from your assigned seat?
2. Did you see any other passengers move from their assigned seats?
3. What type of child restraint was used for passenger's with infants (age 0-2 years.)
4. Immediately after the crash were you in your seat with your seatbelt fastened?
5. How did you escape from the airplane?
6. Were there other passengers alive in the airplane nearby as you were trying to escape?
7. What was the condition of the airplane interior immediately after the crash?
8. What obstacles did you encounter during your escape?
9. Were you aware of passengers who were unable to escape?
10. How long did it take for you to be rescued?
11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?
12. Was there anyone issuing directions on how to escape the airplane?

NTSB Survivor Questionnaire

Name [REDACTED]

Male or Female F

Address [REDACTED]
[REDACTED]

Date 28 Aug '97

Phone Number [REDACTED]

Age 24

Seat Number R-5 Cabin attendant seat

1. Did you move from your assigned seat?

The accident happened while I was standing on the way to my seat.

2. Did you see any other passengers move from their assigned seats?

Yes.

3. What type of child restraint was used for passenger's with infants(age 0-2 years)

No.

4. Immediately after the crash were you in your seat with your seat belt fastened?

No.

5. How did you escape from the airplane?

At first, I walked out of the airplane, and found the fire outside. So I evacuated back to the airplane, and again escaped outside finally.

6. Were there other passengers alive in the airplane nearby as you were trying to escape?

Yes.

7. What was the condition of the airplane interior immediately after the crash?
Oxygen mask fell down from the ceiling, baggages fell and piled on the bottom from overhead compartment.

8. What obstacles did you encounter during your escape?

There were some obstacles. But I can not identify what those were.

9. Were you aware of passengers who were unable to escape?

I did not see anyone.

10. How long did it take for you to be rescued?

It took about 50 minutes. I was rescued by military force.

11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?

I was injured and fractured during the crash, and also injured outside of my body during escape.

12. Was there anyone issuing directions on how to escape the airplane?

No answer.

NTSB Survivor Questionnaire

Name [REDACTED]

Male or Female F

Address [REDACTED]
[REDACTED]

Date 26 Aug '97

Phone Number [REDACTED]

Age 15

Seat Number I 04

1. Did you move from your assigned seat?
No.
2. Did you see any other passengers move from their assigned seats?
No.
3. What type of child restraint was used for passenger's with infants(age 0-2 years)
No.
4. Immediately after the crash were you in your seat with your seat belt fastened?
Yes.
5. How did you escape from the airplane?
I fainted first. I found My arms were outside and legs were inside the airplane when I got conscious. I just remember I was seated on the doorside seat.
6. Were there other passengers alive in the airplane nearby as you were trying to escape?
It seemed to me that the man who were seated behind me was escaping.
7. What was the condition of the airplane interior immediately after the crash?
I can not remember the inside, because I was outside the airplane
8. What obstacles did you encounter during your escape?
None.
9. Were you aware of passengers who were unable to escape?
I did not see anyone.
10. How long did it take for you to be rescued?
I was rescued by US soldier. I can not remember the time.
11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?
I was injured in the head by the damaged part of the airplane during escape.
12. Was there anyone issuing directions on how to escape the airplane?
None.

NTSB Survivor Questionnaire

Name [REDACTED]

Male or Female F

Address [REDACTED]
[REDACTED]

Date 26 Aug '97

Phone Number [REDACTED]

Age 43

Seat Number 102

1. Did you move from your assigned seat?
No.
2. Did you see any other passengers move from their assigned seats?
No.
3. What type of child restraint was used for passenger's with infants(age 0-2 years)
No.
4. Immediately after the crash were you in your seat with your seat belt fastened?
Yes.
5. How did you escape from the airplane?
I was on the seat beneath the baggages fell down from overhead compartment, and my arm was outside the window.
6. Were there other passengers alive in the airplane nearby as you were trying to escape?
My daughter got out first and was crying outside. I did not see any survivors around.
7. What was the condition of the airplane interior immediately after the crash?
Overhead compartment was broken down and hanging over. I can not see anything else.
8. What obstacles did you encounter during your escape?
I could not move because I was under the baggages fell down from overhead compartment.
9. Were you aware of passengers who were unable to escape?
I just heard someone was calling their children.
10. How long did it take for you to be rescued?
I felt someone was nearby when the day was dawning.
11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?
I was fractured in the rib during the crash.
12. Was there anyone issuing directions on how to escape the airplane?
None.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/11/97

[REDACTED]
[REDACTED] was interviewed at the U.S. Naval Hospital, Agana Heights, Guam. [REDACTED] was a passenger on Korean Airlines flight 801. [REDACTED]
[REDACTED]

[REDACTED] provided the following information:

[REDACTED] advised that he was sitting in seat 65-J at the time of the crash. [REDACTED] was traveling with one other person, [REDACTED], who also survived the crash.

[REDACTED] advised that the plane was delayed fifty minutes when leaving Korea. [REDACTED] did not know why the plane was delayed.

[REDACTED] did not notice anything unusual about the flight except that the plane flew through a storm and the plane vibrated and dropped. [REDACTED] advised that the vibration and drop was more severe than usual.

[REDACTED] advised that there was a PA announcement that they were in Guam. [REDACTED] heard the landing gear "pop out" of the plane. [REDACTED] advised that there was a PA announcement that they were landing. [REDACTED] looked at his watch and it read 1:43am. [REDACTED] thought the plane had landed but thought it was just a bad landing. [REDACTED] described that it felt like the wheels had gotten into ditches next to the runway or that the plane missed the runway all together. The plane rocked and trembled. According to [REDACTED] the plane was intact for about a minute. [REDACTED] advised that it could have been shorter than a minute. [REDACTED] lost consciousness. When he woke, he was outside in a field. It was raining.

[REDACTED] advised that he did not notice any fire on the plane before the crash.

Investigation on 08/07/97 at Agana Heights, Guam

File # 149A-HN-14503

Date dictated 08/11/97

by SA Michelle C. Renauld MCR

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/11/97

[REDACTED]

[REDACTED] was interviewed at Guam Memorial Hospital, Oka Tamuning, Guam. [REDACTED] was a passenger on Korean Airlines flight 801. [REDACTED]

[REDACTED] provided the following information:

[REDACTED] advised that they were seated around 54 on the plane. [REDACTED] could not remember the exact seat he sat in but remembered that he was in an aisle seat and his wife was in a window seat.

[REDACTED] advised that the plane was delayed leaving Korea but [REDACTED] did not know why it was delayed. [REDACTED] did not notice anything unusual during the take-off. However, during the flight, [REDACTED] remembered the plane dropped without any warning.

[REDACTED] advised that sometime during the flight, the plane hit bad weather. The vibrations from the plane caused his refreshment to spill.

[REDACTED] advised that the crew was preparing for landing. There was a PA announcement for passengers to get their passports and tickets ready. Moments later, the plane crashed. [REDACTED] could not remember how he got out of the plane. At the time of the crash he did not know where his wife was.

[REDACTED] advised that he did not see a fire on the plane before the crash.

[REDACTED] advised that he did not remember the crash well enough to know if it could have been a terrorist act.

Investigation on 08/07/97 at Tamuning, Guam

File # 149A-HN-14503

Date dictated 08/11/97

by SA Michelle C. Renauld MCR

REPORT OF INTERVIEW

On August 6, 1997, Agent Janet Lorenz of the Federal Aviation Administration (FAA) Civil Aviation Security Field Office, Honolulu, Hawaii (HNL CASFO) went to Guam Memorial Hospital to interview survivors of KAL Flight 801.

With the assistance of Dr. Moon G. Yun as an interpreter I was able to interview passenger [REDACTED] at approximately 12:30P.

I asked Dr. Moon to ask [REDACTED] if she heard or saw anything prior to the crash. She responded that she heard the announcement that they were going to land and to fasten their seat belts. [REDACTED] was talking to her companion when the plane hit the ground and then there was fire. [REDACTED] stated she was seated in Row 34 by the window. The plane opened up and she walked out. She saw people on fire. [REDACTED] has burns all over her body.

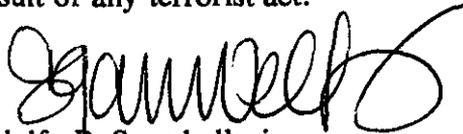


JANET LORENZ
Special Agent, HNL CASFO
(808) 836-1055

AGENT'S STATEMENT

At 1125 hours, 8-7-97, Special Agent (SA) Adolfo P. Sgambelluri, Honolulu Civil Aviation Security Field Office (HNL-CASFO), Federal Aviation Administration (FAA), arrived at the Guam Memorial Hospital (GMH), Tamuning, Guam, and met with Federal Bureau of Investigation (FBI) SA John Clatanoff, SA Michelle C. Renauld, and SA Eugene Moon to interview the survivors of Korean Airlines (KAL) flight (FLT) 801. SA Moon, FBI Linguistics Specialist, was tasked as the interpreter for all interviews conducted at GMH with the survivors. Nine of thirteen survivors admitted in GMH were interviewed by the agents. The remaining thirteen survivors were either unable to respond to questions or refused to be interviewed. Since time was limited, SA Sgambelluri, SA Clatanoff, and SA Renauld rotated efforts in conducting the interviews. As a result, the following interview was conducted by SA Sgambelluri with the assistance of SA Moon.

About 1214 hours, 8-7-97, SA Sgambelluri interviewed a male Korean survivor identified as [REDACTED] [REDACTED] was occupying seat 64H and traveling with his girlfriend, [REDACTED] who was occupying seat 64J. According to [REDACTED] prior to departing from Seoul, Korea, KAL FLT 801 was delayed approximately 10 minutes, however, he is uncertain why. According to [REDACTED] the flight crew did not inform the passengers of the delay. [REDACTED] did not notice anything unusual during the initial takeoff of KAL FLT 801, however, he indicated that during periods of the flight, "it was very rocky." In addition, he said that the aircraft experienced "huge vibrations." He believes the vibrations could be contributed to the bad weather they experienced in flight. [REDACTED] said that at one point in flight, the aircraft suddenly dropped in altitude. As a result, many of the passengers began screaming. [REDACTED] stated that upon initial impact with the ground, [REDACTED] observed the aircraft's right wing break off. However, [REDACTED] was unable to recall any other occurrences thereafter. [REDACTED] stated that there was no warning given by the pilot or flight crew prior to impact. [REDACTED] concluded by stating that he was uncertain if there were any VIP's onboard and that he did not believe that this incident was the result of any terrorist act.



Adolfo P. Sgambelluri
Special Agent
FAA HNL-CASFO
Honolulu International Airport
Terminal Box #45
Honolulu HI, 96819
Tel. (808) 836-1055

AGENT'S STATEMENT

At 1125 hours, 8-7-97, Special Agent (SA) Adolfo P. Sgambelluri, Honolulu Civil Aviation Security Field Office (HNL-CASFO), Federal Aviation Administration (FAA), arrived at the Guam Memorial Hospital (GMH), Tamuning, Guam, and met with Federal Bureau of Investigation (FBI) SA John Clatanoff, SA Michelle C. Renauld, and SA Eugene Moon to interview the survivors of Korean Airlines (KAL) flight (FLT) 801. SA Moon, FBI Linguistics Specialist, was tasked as the interpreter for all interviews conducted at GMH with the survivors. Nine of thirteen survivors admitted in GMH were interviewed by the agents. The remaining thirteen survivors were either unable to respond to questions or refused to be interviewed. Since time was limited, SA Sgambelluri, SA Clatanoff, and SA Renauld rotated efforts in conducting the interviews. As a result, the following interview was conducted by SA Sgambelluri with the assistance of SA Moon.

About 1300 hours, 8-7-97, SA Sgambelluri interviewed a female Korean survivor identified as [REDACTED] was occupying seat 60J and traveling with her husband, [REDACTED] who was occupying seat 60K. According to [REDACTED] KAL FLT 801 was delayed approximately 35 minutes. She stated that neither the captain or airline representatives gave an explanation for boarding late. [REDACTED] said that the passengers began boarding the flight at about 2030 hours. She stated that she sat in the plane a long time before departing Seoul, Korea. According to [REDACTED], the Captain indicated to the passengers that the flight was to arrive in Guam at about 0140 hours. During the flight, [REDACTED] stated that the aircraft experienced a heavy storm. During the storm, the aircraft began to vibrate and suddenly drop in altitude. During this period, she observed the flight attendants drop to the ground and many passengers began screaming. Immediately thereafter, the flight attendants returned the beverage carts to their storage locations and an announcement was made declaring that the incident was the result of rough weather. As she looked outside she noticed a lot of lightning. Prior to the crash, she said her husband was laying his head on her lap with his feet facing the window on the right side of the aircraft and occupying the remaining seat in their row. [REDACTED] stated that as the flight attendants began collecting earphones, the aircraft experienced a sudden drop in altitude. When the aircraft hit the ground, the oxygen masks dropped from above. As the aircraft came to a halt, she stated that the oxygen masks were dangling at an angle. [REDACTED] remembers being thrown from the fuselage in her seat and crawling away from the flames. After the aircraft crashed, she heard her husband from a distance. However, she was uncertain where he was located nor his condition thereafter. [REDACTED] concluded by stating that she was uncertain if there were any VIP's onboard and that she did not believe that this incident was the result of any terrorist act.


Adolfo P. Sgambelluri
Special Agent
FAA HNL-CASFO
Honolulu International Airport
Terminal Box #45

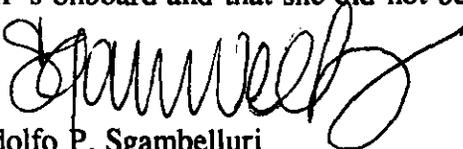
Honolulu HI, 96819
Tel. (808) 836-1055

AGENT'S STATEMENT

At 1125 hours, 8-7-97, Special Agent (SA) Adolfo P. Sgambelluri, Honolulu Civil Aviation Security Field Office (HNL-CASFO), Federal Aviation Administration (FAA), arrived at the Guam Memorial Hospital (GMH), Tamuning, Guam, and met with Federal Bureau of Investigation (FBI) SA John Clatanoff, SA Michelle C. Renauld, and SA Eugene Moon to interview the survivors of Korean Airlines (KAL) flight (FLT) 801. SA Moon, FBI Linguistics Specialist, was tasked as the interpreter for all interviews conducted at GMH with the survivors. Nine of thirteen survivors admitted in GMH were interviewed by the agents. The remaining thirteen survivors were either unable to respond to questions or refused to be interviewed. Since time was limited, SA Sgambelluri, SA Clatanoff, and SA Renauld rotated efforts in conducting the interviews. As a result, the following interview was conducted by SA Sgambelluri with the assistance of SA Moon.

About 1346 hours, 8-7-97, SA Sgambelluri interviewed a female Korean survivor [REDACTED]

[REDACTED] was seated in the approximate right rear of FLT 801 and traveling with her sister, [REDACTED], and her husband, [REDACTED], who were seated nearby. According to [REDACTED], KAL FLT 801 was delayed in Seoul, Korea for approximately 10 minutes before departing to Guam. She does not recall hearing an announcement indicating the reason for the delay. She stated that she did not feel good about the flight since departing Seoul, Korea. During the flight, [REDACTED] stated that the flight experienced a drop in altitude. She recalls many passengers screaming during this incident. Later in the flight, she heard an announcement informing the passengers that they are approaching Guam and instructing the passengers to prepare for landing. At this time, while the flight attendants were collecting earphones, [REDACTED] stated that she heard a loud bang and the aircraft suddenly crashed. According to [REDACTED], she felt a strong vibration prior to impact. The sound she heard prior to the crash sounded as if the wheels were breaking off the aircraft. She later lost consciousness and could not recall the details of the incident thereafter. [REDACTED] concluded by stating that she was uncertain if there were any VIP's onboard and that she did not believe that this incident was the result of any terrorist act.

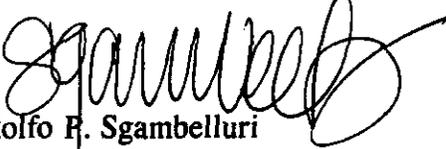


Adolfo P. Sgambelluri
Special Agent
FAA HNL-CASFO
Honolulu International Airport
Terminal Box #45
Honolulu HI, 96819
Tel. (808) 836-1055

AGENT'S STATEMENT

At 1500 hours, 8-7-97, Special Agent (SA) Adolfo P. Sgambelluri, Honolulu Civil Aviation Security Field Office (HNL-CASFO), Federal Aviation Administration (FAA), arrived at the Naval Hospital, Guam, and met with Federal Bureau of Investigation (FBI) SA John Clatanoff, SA Michelle C. Renault, and SA Eugene Moon to interview the survivors of Korean Airlines (KAL) flight (FLT) 801. SA Moon, FBI Linguistics Specialist, was tasked as the interpreter for all interviews conducted at the Naval Hospital with the survivors. Six of sixteen survivors admitted in the Naval Hospital were interviewed by the agents. Of the remaining sixteen survivors, two survivors had already been interviewed by other agents while the remaining fourteen survivors were either unable to respond questions or refused to be interviewed. Since time was limited, SA Sgambelluri, SA Clatanoff, and SA Renault rotated efforts in conducting the interviews. As a result, the following interview was conducted by SA Sgambelluri with the assistance of SA Moon.

About 1545 hours, 8-7-97, SA Sgambelluri interviewed a male Korean survivor [REDACTED], a flight attendant of KAL FLT 801, was occupying seat L2 prior to the crash. According to [REDACTED], KAL FLT 801 was delayed approximately 45 to 50 minutes due to transfers from other connecting flights. She stated that KAL FLT 801 was the fourth aircraft waiting to depart from Seoul, Korea. Although she felt that there was a little more vibrations during the flight than usual she was not alarmed. Prior to the final moments before the crash, [REDACTED] stated that she observed the light indicating preparation for landing turn on. At this time, prior to impact, she assumed her position in seat L2 and strapped herself in. She does not recall any other details thereafter. According to [REDACTED], no warning was given by the pilot to prepare for a crash landing. [REDACTED] concluded by stating that she was uncertain if there were any VIP's onboard and that she did not believe that this incident was the result of any terrorist act.


Adolfo P. Sgambelluri
Special Agent
HNL-CASFO
Honolulu International Airport
Terminal Box #45
Honolulu HI, 96819
Tel. (808) 836-1055

REPORT OF INTERVIEW

On August 6, 1997, at approximately 10:30 a.m., Agent Janet Lorenz of the Federal Aviation Administration (FAA) Civil Aviation Security Field Office, Honolulu, Hawaii (HNL CASFO) interviewed by telephone [REDACTED] employee of Ryan Air. [REDACTED]

[REDACTED] advised that he and [REDACTED] were flying in from Truk behind Korean Airlines Flight #801 on August 6, 1997. They were about 125 miles out when he saw a red flash in the clouds. Approximately 12-15 minutes later approach control requested them to look for an airplane crash. They located the crash at Nimitz Hill.

Telephone number for Ryan Air is 642-4455. [REDACTED]
[REDACTED]



JANET LORENZ
Special Agent, HNL CASFO

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/11/97

[REDACTED]
[REDACTED] was interviewed at the U.S. Naval Hospital, Agana Heights, Guam. [REDACTED] was a passenger on Korean Airlines flight 801. [REDACTED]
[REDACTED] After being advised of the identity of the interviewing agent and the purpose of the interview, [REDACTED] provided the following information:

[REDACTED] advised that he was originally sitting in seat 62-J at the beginning of the flight, but changed to 63-J because it was empty. [REDACTED] was sitting in 63-J at the time of the plane crash. [REDACTED] was traveling with one other person, [REDACTED] who also survived the crash.

[REDACTED] advised that the flight was delayed leaving Korea but [REDACTED] did not know why.

[REDACTED] advised that about one hour into the flight, the plane ran into bad weather. At the time they hit the storm, the flight attendants were serving food. All of a sudden, the plane dropped. The flight attendants stopped serving food.

[REDACTED] advised that about 15 minutes before the crash, there was a PA announcement asking the passengers to prepare their immigration cards before landing. Just before the crash, there was a PA announcement saying that they were in Guam. [REDACTED] remembered that after the announcement that they were in Guam, he looked out the window and saw lights.

[REDACTED] advised that he felt severe vibrations like a truck on an unpaved road. [REDACTED] explained that after the vibrations, it felt like the power to the plane was cut off. Then, suddenly, the plane dropped. [REDACTED] advised that the drop before the crash felt the same as the drop during the bad weather.

After the plane dropped, [REDACTED] lost consciousness. When [REDACTED] came to, he was still strapped in his seat. [REDACTED] released the seatbelt and crawled out of the plane. [REDACTED] advised that once out of the plane, he was able to walk away from the plane. [REDACTED]

Investigation on 08/07/97 at Agana Heights, Guam

File # 149A-HN-14503

Date dictated 08/11/97

by SA Michelle C. Renauld MCR

149A-HN-14503

Continuation of FD-302 of

[REDACTED]

, On 08/07/97

, Page

2

advised that he saw a few people gathered together outside the plane.

[REDACTED] advised that there was no fire on the plane prior to the crash. After exiting the plane, [REDACTED] saw the plane engulfed in flames. [REDACTED] advised that there was one big explosion followed by smaller explosions.

[REDACTED] did not think the crash was caused by a terrorist act.

149A-HN-14503

Continuation of FD-302 of

[REDACTED]

, On 08/07/97

, Page 2

[REDACTED] had no reason to believe that the crash had been a terrorist act.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/6/97

██████████, survivor of Korea Airlines flight 801, was interviewed at the Naval Hospital, Guam. Medical personnel advised that ██████ was well enough to speak to investigators, and ██████ agreed to the interview. Although in obvious pain, ██████ seemed to the interviewing agent to be in a lucid condition. ██████ was advised of the identity of the interviewing agent and provided the following information:

██████████ advised that he is a United States citizen residing in Guam. ██████ stated that he was seated in seat 3A, which was located on the lower deck of the 747 aircraft. ██████ stated that the cockpit had made a normal fasten seatbelt announcement, and that he heard what he thought from past flight experience was a normal lowering of the landing gear. ██████ stated that he felt the plane touch down and realized that the plane was not on the runway. ██████ thought that 5 to 7 seconds passed from the time he felt the touch-down until the plane began to come apart. When asked if he noticed anything unusual about the flight, he stated that over the Pusan, South Korea the plane may have been struck by lightning. ██████ could not think of anything else of value to state about the flight.

Investigation on 8/6/97 at Agana Heights, Guam

File # 149A-He-14503 Date dictated 8/6/97

by ^{KEP} Kevin C. Peterson
